

RAILROADS ORDER 497 MORE ENGINES

Contracts Placed in May Heaviest for a Month in Almost a Year.

The Baldwin Locomotive Company has taken contracts for seventy-two locomotives. Seventy are for the Lehigh Valley, thirty of the Pacific type and forty of the Santa Fe type. Two of the locomotives are for the Maryland Steel Company, two for the Union Railroad Company and two for the Snoqualmie Falls Lumber Company. One locomotive is for the Illinois Terminal. These orders bring the May total to 497 engines, the heaviest monthly contracts placed since June, 1915. Several other large orders for locomotives from the Pennsylvania Railroad, the Erie Railroad and the Chesapeake and Ohio are pending, two of which are expected to be closed within the next week, while the foreign inquiries aggregate 1,000 locomotives.

The rail mills are still receiving supplementary orders for both standard and light section for filling in contracts, some of which will double the shipped this year. The Lorain and the Pennsylvania Steel companies in the last week have taken orders for about 5,000 tons of light section, and several small orders for girder rails have also been placed. At St. Louis, railroads have placed orders for 2,000 tons of standard section and for six and one-half miles of twenty pound sections. Chicago mills have taken orders for standard sections aggregating about 7,000 tons. Eastern mills have secured orders for about 10,000 tons of small iron running from twenty to forty tons each, aggregating about 1,500 tons. There have also been additional orders placed for track accessories by Western and Southern railroads compared with previous months of the year, however, such buying is of little interest and of small importance from a tonnage standpoint.

The demand for structural plates is still pressing for late deliveries, and occasional orders are secured for prompt shipment. One contract just reported covers 4,000 tons at 4 cents a pound, 6, 6, 6 mill for delivery in six to eight weeks.

The Pennsylvania Railroad has placed additional orders for bridge work aggregating 1,600 tons, of which 1,200 tons is reported to have gone to the Pennsylvania Steel Company. The Pennsylvania Railroad put out additional inquiries yesterday for small bridges, scattered over the lines east of Pittsburgh, calling for 500 tons of structural steel. The New York Central Railroad has given a contract for 850 tons of structural steel for grade crossing elimination at Niagara Falls to the Fort Pitt Bridge Company. Bridge builders submitted bids on this work over a month ago and some of them refused to allow quotations made at that time to stand.

The hull in large steel building work, which began about two days ago, has been more pronounced this week, but there are still numerous orders being placed for small manufacturing plant extensions, which the general contractor is encouraging to the smaller fabricators in order of business, but some of the larger shops welcome any evidence of decrease in activity. Some large contracts, however, for subways, elevated work extensions and for governmental work are still developing. The L. E. Waterman Company, it was reported yesterday, has placed the general contract for an office building to be constructed at Cortland street and Broadway which will require several thousand tons of structural steel. This project, which was up several months ago, was subsequently withdrawn and its sudden revival is a surprise to the local fabricators.

The Thompson-Starrett Company, having the general contract for the Guggenheim residence on Long Island, has given the contract for steel work, 250 tons of shapes, to Milliken Bros. Inc.

The Federal Bridge Company will fabricate 500 tons of structural steel for the Thomas B. Jeffrey company at Kenosha, Wis. Lewis P. Shoemaker & Co. will furnish 200 tons of fabricated shapes for the crane runway to be constructed at the plant of the Cooper Steel Company. The American Bridge Company has taken an order for 250 tons of steel for a garage to be constructed at Broad and Cherry streets, Philadelphia, and Westinghouse Electric & Co. has given an order for 400 tons of buck ways to an independent fabricator, to be delivered at Buffalo.

Among the structural contracts pending are an armory at Rochester, calling for 200 tons; the Kings county court house, calling for 250 tons, and a pier and abutment at Kenosha, N. Y., requiring 175 tons of steel for the American Manufacturing Company. The Union Club, to be constructed in Cleveland, requires 200 tons of structural steel. The viaduct for Worth Bros, 2,100 tons, is still pending.

The Chesworth Manufacturing Company, at Perth Amboy, has placed an order for 200 tons of steel for column cores with Levering & Garrigue.

Bids have been submitted on 150 tons of structural steel for the Friendly Home Society Building, to be constructed at Rochester. Bids have also been submitted on 150 tons for a high school building at Kenosha, N. Y., and on 700 tons of steel for bridges over the barge canal.

Harry L. Rittenhouse, sales manager of the force department of the Pennsylvania Steel Company, has resigned to accept a position with a Philadelphia steel and forging company.

Jersey Zinc Pays \$13,300,000.
The New Jersey Zinc Company has declared an extra dividend of 5 percent, payable on June 10, to stockholders of record on May 21. So far this year the company has declared five dividends. Two regular quarterly dividends of 4 percent each have been announced besides two 10 percent extra dividends and two 5 percent extra dividends. These require the payment of approximately \$13,300,000.

Bays China's \$5,000,000 Notes.
The American International Corporation has purchased \$5,000,000 of treasury notes from the Chinese Government. The proceeds are to be used for the dredging of the Grand Canal. Of the notes \$2,000,000 will be issued at once and the balance at some time in the future. The work on the canal will be under the supervision of the International Corporation.

New "L" Line Opens June 24.
The Public Service Commission directed yesterday that operation of the New Utrecht avenue elevated line in Brooklyn, which is a part of the new dual system subways, be begun June 24. At Thirty-third street the new branch line crosses the Bays branch. From Sixty-second street the line will be operated on a single track to the Eighteenth avenue station. Through trains will be run from Manhattan to Eighteenth avenue.

RAILROAD EARNINGS.

The Baltimore and Ohio Railroad Company reports for April:	
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Net operating revenue	\$1,019,935 Dec.
Operating expenses	\$1,012,549 Inc.
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